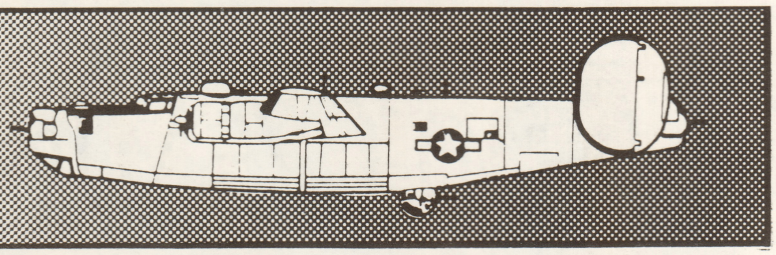
YANKEE WINGS

"I, Pembroke..."

See Page 3

Vol. 7 No. 4 OFFICIAL PUBLICATION OF THE YANKEE AIR FORCE INC. **July-August 1988**

Yankee WINGS



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Why *Yankee Wings* Is So Late

by Jim Hanford

It's obvious to every reader that the last three issues of *Yankee Wings* have arrived long overdue. It is more than inconvenient – the calendar and time-dated articles lose their effect, and members naturally wonder if their copy was lost in the mail or if there is some other reason. Unfortunately, even this issue will be a month late. I don't blame you for wondering, "What's going on?"

This problem had its beginning nearly a year ago, when the decisions to change the publication's direction and to expand its contents were taken concurrently with a wholesale change in staff. Each issue is a joint effort by writers, photographers, advertising, the editor, layout, printing and distribution. The bottleneck has been in layout. Basically it's a one-man job, in part because of the need to coordinate the appearance of all the pages, and partly due to the limited availability of experienced layout people. In February the layout editor started working heavy overtime, which left him virtually no time for YAF activities. We approached alternate individuals, but for personal reasons, none was able to step in at the time. In June the overtime project ended, and we are now in the process of catching up with the delayed issues and training additional volunteers to help. Only time will tell if these actions are sufficient.

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Aircraft line art courtesy of Squadron Mail Order Catalog.

New Editorial Direction

I hope that most readers will agree with *Yankee Wings'* change in editorial direction. This change has been discussed in previous editorials, and each issue shows progress in the new direction. Your magazine is now comprised of feature articles (placed before the center photo pages), and a mix of columns and organizational news following the centerspread. I feel we've made great strides in offering a variety of feature articles. Now we're working on putting into place the club news: divisions, letters from members, museum, members, organization and restoration pages. I will quickly state, however, that these changes won't all happen at once. We will take what we can get as soon as we can get it on a repeatable basis. As with any good organization progress depends on effective management and dedicated, experienced workers. We must still put out an issue each month, even as we recruit and train additional personnel.

Yankee Wings Needs Help

My major concern is still staff size. Because we operate primarily with volunteers, I estimate about 24 people are required to carry the load month-to-month without getting "burn-out". We are currently running with 14. In addition to layout, the other crucial area is writing. A dozen writers could carry this load comfortably, however we have only six. If anyone is even thinking about writing for *Wings*, now is the time to try it. Most of our articles require comparable effort to the writing asked of many high school students. New writers can draw from a large reservoir of experience and support available in the current staff to help them over the initial hurdles. Any takers?

I, PEMBROKE!

by Sir Percival

Editor's note: *The following is the long-awaited article on the Northeast Division's Pembroke, written by N.E. Division member John D. Golderer. It is based upon extensive research by N.E. Division members, including sources in the Museum of Arms and History in Brussels, Belgium; the British Civil Aviation Authority; and the British Ministry of Defence.*

I am new to your organization and, not having had a formal introduction, allow me the pleasure to introduce myself, Hunting Percival Pembroke "C" Mk 51, or "Sir Percival" as your members at the Northeast Division here have come to call me.

Perhaps you are pondering what circumstances permitted me the privilege of membership in your fine museum? My owner was looking for an organization to take care of me in my midlife years, as he did not have the time. But so as not to digress lets start at the beginning. I was constructed at the Percival Aircraft, Ltd. (name changed to Hunting Percival Aircraft, Ltd. 26 April 1954, later to Hunting Aircraft, Ltd. 5 Dec. 1957, and later became a subsidiary of British Aerospace) factory at Luton Airport, Bedfordshire, England, the 14th of this mark of Pembroke off the line.

Designed as a multipurpose light transport, aerial reconnaissance, and mapping aircraft, I was exported to the Belgian Air Force. I would rather have been sent to visit my cousins in the RAF, but the choice was not mine. Assigned to their 15 Wing, I was given to 21 Squadron, one of their Sioux Rouge squadrons, and given the designation RM-1. They painted a rather nice American Indian head on my left nose, as well as their national markings with the letters OT ZAA on my wings and fuselage.

With my 11 sister ships, we spent our entire military careers in the Belgian Air Force until they retired us in April 1976. It wasn't a bad life; we were well taken care of, got to see different countries and all.

It was a short time before we were purchased and imported to the US of A in 1977. It was here we were separated, RM-2 and RM-12 going to California in search of higher learning and working for the University of Southern California doing wildlife surveys. I was purchased by a chap named Ken Williamson from State College, Pennsylvania. He gave me a good home for a few years, 1979-81, taking me to some shows and exhibitions when not flying his T-34. He then sold me to a Mr. Charles Wood who owns several radio stations on the east coast. He had not the time to see I was taken care of, so he leased me to some folks who got into a bit of trouble with your Federal Drug Authorities. I was not involved in the illegalities, but was found guilty by association nonetheless, and impounded by the authorities at Republic Airport on Long Island.

So there I sat for several years until the legalities were straightened out. By then Mr. Wood had decided to find me a new home, and your Yankee Air Force Northeast Division had begun making inquiries about me. After several months of negotiations a deal was struck, and my ownership was transferred on August 1, 1987 to your YAF.

Next your chaps at the Northeast Division made plans to get me to their airfield in New Jersey. They enlisted the services of Paul Redlich, a mechanic who keeps the SNJ's of the SKYTYPPERS at Republic Airport in top shape. Paul went over my systems and identified what was not working, and little by little I was brought to ferryable shape. Some things needed additional exercise to get them back in working order after not being used in several years. After overcoming a stuck prop governor and an immobile crankshaft on one engine, a search for a flightcrew was begun.

Contact was made with my original US owner, Ken William-

son, who was glad to offer any assistance and information he could. By mid-fall all was as ready as could be expected, and a date was set for my short move to N.J. Monday, October 19th to be exact.

Ken Williamson flew to Essex County Airport from his home in State College, PA to meet with YAF members Bob Fenner, Bill Sullivan, and John Golderer for the 45 minute flight to Republic Airport. They rented a Cessna 172, loaded the necessary gear, and lumbered into the air, arriving at Republic about noon. They found that Paul Redlich had moved me into position for run-up, had filled my oil tanks, pulled my props through, and cleaned my engines.

He updated the flight crew on my condition and then they put 100 gallons of fuel into my main tanks, charged my pneumatic system and obtained a ground power unit from a local FBO, (oh, didn't I tell you? I don't have any hydraulics. All my systems work off an air pressure system. Brakes, flaps, retracts, control assist, fuel valves, all of them by air.)

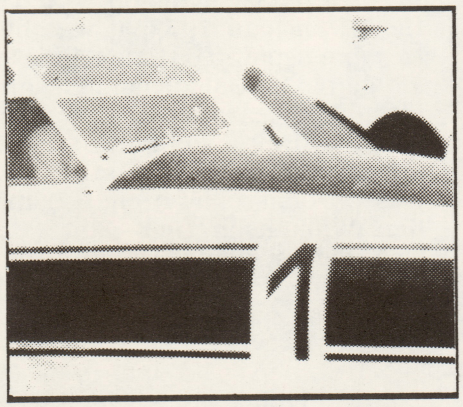
As Ken Williamson recalled my starting procedure, my left engine came to life in a cloud of white oil smoke. After smoothing out, my right engine started in a similar while cloud, and the pilots, Ken and Bill, began running through the powerplant checks, mags, prop pitch, generators, etc.

Next they checked my flight controls, and this is where my long period of inactivity gave them a bit of a problem. Mr. Redlich noticed during the flap actuation, that my right flap was not moving at the same rate nor the same distance as the left. After some manual manipulation, engines were shut down and the source of the difficulty sought out. After a thorough investigation they found that no air was getting to one side of the right flap actuator, but after tracing the lines, no exact cause could be found. With daylight running out, my ferry flight was scrubbed about 5 pm. Your Northeast Division chaps returned to Essex Co. to explain my problem to the many waiting members and discuss details for rescheduling the ferry flight.

On Friday October 23, word was spread that Sunday the 25th would be the day I was to be ferried to Essex Co. My flap problem had been corrected – a plugged line was the culprit and I was ready.

Sunday shone clear, crisp, and a tad windy as your members John D. Golderer, Dennis Golderer, Bill Sullivan, and Ken Williamson departed for Republic Airport. After arriving they checked with Paul Redlich who was preflighting the Skytyppers SNJ's. Then Ken and Bill began their preflight inspections and checks. My engines started easily, and after a warm-up period chocks were pulled. Ken let me roll forward a few feet and tested my brakes.

With everything ready they taxied out, with John and Dennis watching my wing-tip clearance in the close taxiway. After all obstacles were cleared they hurried to the 172, so they could taxi out behind me. After waiting for some commuter aircraft to leave the terminal ramp, I was cleared to the active with John and Dennis following at a safe distance. Pulling up side by side in



the runup area, their 172 was cleared to take off first. They planned to go to the edge of the control zone, loiter until I took off, and escort me to Essex Co. in case any of my systems failed.

They were about halfway out when a 150 inbound from the north shore of L.I. declared an emergency with complete loss of oil pressure. Advised by Republic tower to be on the lookout for the mayday aircraft, they spotted him as he declared his intention to land in a large field. After John and Dennis reported to the tower the position of the troubled aircraft, they were asked to circle the landing sight until rescue personnel could get to the scene, which they did.

While all this was transpiring I was still waiting for take off clearance and burning up what little fuel I had. After about 15 minutes the tower told us it would take another quarter-hour for clearance as the emergency vehicles were occupied with the aforementioned emergency. We then asked to taxi back for more fuel. On hearing this, John and Dennis saw it would be too long to wait, and decided to head home to Essex Co. They were waiting with other YAF members when word came I was airborne. About 3:30 p.m. I came into view. After a long gentle landing, I taxied back to an old taxiway, was shut down and tugged into place by the YAF ramp, crew.

Restoration Begins

As the YAF's 4th flyable aircraft I had a new home at the Northeast Division. Now began the task of getting me back into A-1 shape and ready for certification. A team was put together, headed by Robert Fenner, Northeast Division acquisition officer, and consisting of Pete Vajsabel, Bob Misskerg, Marty Meyerhardt, John and Dennis Golderer, Bill Sullivan, Fred Trudel, Kim Stoebe, Susan Fenner, and Pepper (the Fenners dog, boy does he like my left seat). The first order of business was to assign each person or group an area or system to work on, depending on their particular expertise.

A deal was cut with Ken Williamson to trade him my illegal long range ferry tanks in return for my cabin seats and other spare parts. While several of the team worked on removing

those tanks, others were busy freeing up access panels and sanding through my outer layers of paint to reveal my Belgian service markings.

Once this was all underway, the decision was made to tackle my problem areas system by system. The first to get attention was my electrical system, what with one generator not functioning and most of the exterior lights not operable. One by one switches and circuit breakers were exercised, glitches traced and corrected. Most problems seemed due to corroded fuses and electrical contacts.

The inoperable generator was traced to a destroyed rubber friction bushing between the generator and drive gears. Now they searched for where to get this part. Mind you, these resourceful Yankee Air Force members of your Northeast Division have been able to accomplish all this work with only a pilot's manual for guidance; no parts catalog, no engine manual, no airframe manual or diagrams – just deductive reasoning and good old Yankee ingenuity.

The members of the Northeast Division try to runup my engines once a month depending on what systems they are working on at a given time. My pneumatic system would not hold air pressure longer than an engine runup and the problem was finally traced to improperly adjusted regulators and check valves. With these two items worked on, my emergency air system now holds pressure and my normal system has been brought to within 20 lbs. of acceptable leakage levels, and these YAF'ers continue to work on reducing this.

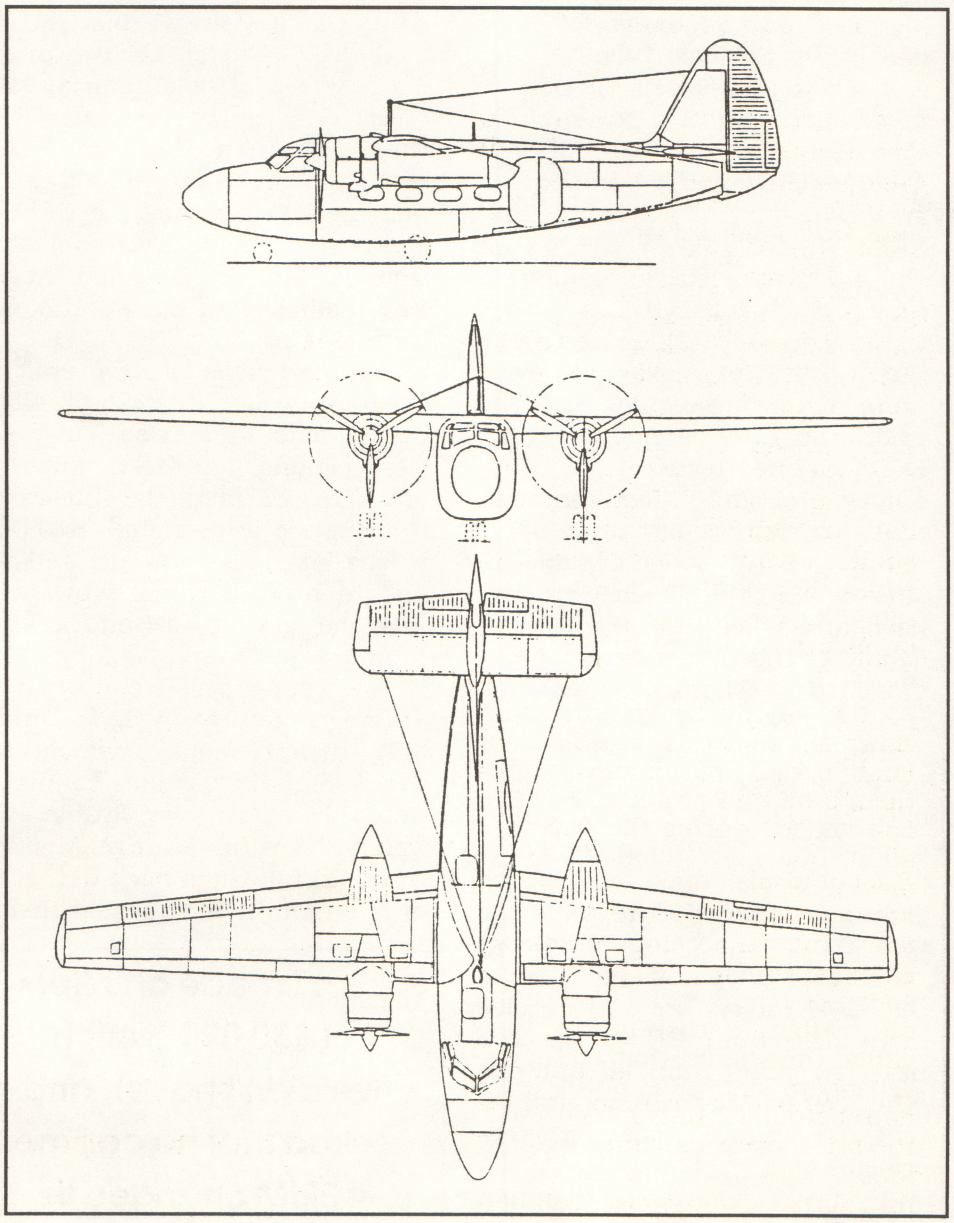
By eavesdropping on the Pembroke team members as they work on me I hear they have put together papers to take to the local FAA office to get me some category of air worthiness certificate. Also, on or about June 11 all my insignia are to be repainted, courtesy of one member who is an artist for the FAA and a P-47 fanatic.

In the few months that I have been a member of your YAF I feel that I am in good hands and, with tender loving care, should soon return to accompany my brethren in the skies over your United States. Folks old and young will gaze at me with wonderment at airshows as they ask what I am and hear you YAF'ers proudly explain my roots in the British sovereignty. Yes my future looks well indeed; I think I shall stay awhile and enjoy it.

Sir Percy,
Hunting Percival
Pembroke "C" Mk 51
Serial #K66-B4001
YAF #4, Esq.

Pembroke Specifications

Wingspan: 64ft 6 in
Height: 16ft 0 in
Empty Weight: 9,136 lbs.
Max Speed: 212 mph
Initial Climb: 1,500 fpm
Range: 1,075 miles
Length: 46 ft 4 in
Wing Area: 400 sq ft
Gross Weight: 13,500 lbs.
Cruise Speed: 164 mph
Ceiling: 22,000 ft
Power Plants: Two 550hp ALVIS LEONIDES 127



How We Got The C-47, Part II

by Dennis Norton

In a previous issue, I detailed our first contacts with what would eventually become the Yankee Air Force's first flyable aircraft, the C-47, *Yankee Doodle Dandy*. In a moment of euphoria after the first Willow Run Airshow (1982), we raised over $500 and decided to buy ERIM's C-47. My mission was to go to ERIM and buy it the next day. My first call was to Phil Hasell. He put me in contact with Bob Rosenblum, Vice President at ERIM in Ann Arbor, Michigan. All pumped up, and with the knowledge that ERIM hadn't flown 8704 for about 2 years, (so why shouldn't they sell it?) I asked Bob if they would consider selling it to the YAF. The "pumped up" was pumped down real quick. "No," he said, "the C-47 is not for sale". ERIM planned to use it in future survey programs. Well, that was that . . . or was it? Never being one to give up easily, I made an offer of $30,000 (which we didn't have) and asked that he call me if ERIM changed it's mind. Bob indicated, 'Thanks, but no thanks'. Even if they would eventually decide to sell it, the price would be more in the range of $75,000 to $100,000. We talked a lot about the Yankee Air Force and our goals, and Bob became genuinely interested in what we were trying to accomplish, pledging ERIM's help. As an aside to the C-47 story, we did receive more help from ERIM over the next few years than all but one other company or person, and for that we should all be very grateful.

I stayed in regular contact with Bob over the next few months, but decided that the chances of getting that particular aircraft were very slim. With Elmer Spencer and Lee Koepke, who were working on locating a B-24, we began scouring the globe (literally) for C-47's. We found lots of them. C-47's in crates, crashed C-47's, and a number of confiscated drug runners. We found a C-47 in India, but didn't have any more luck getting at it than we had getting at the B-24's there. Lee got onto a lead on a B-24 Bolivia. We checked it out and heard that there was also a DC-3 there. Well, the B-24 turned out to be a B-25, and the DC-3 turned out to be a Twin Beech. I received one call from a broker who had heard from someone in Mexico that we were looking for a DC-3. Yes, he had three flyable DC-3 aircraft in crates, were we interested? Wondering who in Mexico knew we were looking, I tip-toed into this one. Yes, we might be interested if the price were right. "$10,000 apiece," was the answer, and we had to buy all three. Wow, was this the pot at the end of the rainbow we were looking for? Where were they? The answer: in a foreign country. Well, he probably meant Mexico which we could handle. What condition were they in? Answer: flyable. But weren't they in crates? Answer: we could put them back in the air in one month. Who owned them? Answer: Can't tell you that. How could we get them to Michigan? Answer: by ship. By ship? Which foreign country? Answer: Can't tell you that, but it's in the Mediterranean region and the seller wants an immediate sale and may be willing to negotiate. Well, I told him I'd get back in a few days with our answer. This guy called again the very next day and offered them for $25,000 for all three. I again said that I would let him know, and began trying to find out what this guy was. At the time I was in contact with Doug Arnold in England trying to make arrangements for Lee Koepke to go there to check out a B-24 which he had for sale. I asked him about this guy and they said, "Sure we know him. Had a bunch of planes for sale including three old converted DC-3s. The planes weren't much good for anything and they just happened to be in the middle of the Libyan desert". So much for that lead. (By the way, the same guy called about a year later with three TBM's for sale in a foreign country. Turned that one down real quick.) A couple of DC-3s in Canada turned out to be old American Airlines planes which had been torn apart to haul oil well equipment. Not too promising. We checked with Republic Airlines (used to be North Central and now is Northwest) but they didn't have any left. I called Dick Uppstrom at the Air Force Museum, but he didn't know of any for sale. Lee checked with the "Boneyard" at Davis Monthan Air Base. Yes they had some, but without engines. By the time July rolled around things were looking pretty grim.

". . . I made an offer of $30,000 (which we didn't have), and asked that he call me if ERIM changed its mind."

(Continued Next Month)

HAPPY 7TH ANNIVERSARY!

Founder's Day Events Are Announced

by Rosemary Goodes, Vice President

I congratulate every member who has had any input into the Yankee Air Museum as we celebrate our 7th Anniversary in September. It has taken sweat, as well as endless hours of museum, building and aircraft restoration, and time spent at meetings, work details, home, and work. The efforts of members is truly the driving force of our accomplishments, and has brought us to the beginning of our 8th year.

We will celebrate these accomplishments at our Founder's Day event, September 17 & 18 at the Willow Run Headquarters. The Annual Meeting is scheduled for Friday evening at the hangar 7:30 p.m. Festivities will begin at 9:00 a.m. each morning, Saturday and Sunday, and close at 5:00 p.m. Our theme this year is "AVIATION: 50 YEARS IN REVIEW", displaying classic aircraft among the military, warbirds, commercial and private guests. We will also pay tribute to the POW/MIA's of Vietnam on September 16. Our Open House will feature displays by local Willow Run tenants so that we can get to know our neighbors a little better.

The 401st Bombardment Group will be in town for their reunion and will spend Saturday at our event. Four or five hundred are expected. We are elated that they will be in attendance. *"Yankee Lady"* will be showing her best for them.

"Some Enchanted Evening" will be the theme of the Saturday evening dinner dance, with the big band sounds provided by Al Townsend and The Ambassadors. We seem to wake up the hangar ghosts from 1941 with their terrific music. Proceeds will go to the B-17 restoration and the B-25 purchase.

Tickets for the event are $5 a carload, presale and $8 per carload at the gate. Dinner dance tickets are $20 per person, presale and $25 at the door, if available. Your tickets may be purchased by Visa/Master Card this year, if you wish.

Hundreds of members are needed to work at many areas during our event. Please mark your calendar for whatever day you may be interested in working and call or come to the Museum and sign up for the area you wish to work in. No experience necessary!

I, personally, want to thank each member, spanning five divisions, to the Midwest and eastern seaboard for your dedication to bringing the highest quality examples of our aviation heritage to the public. Our Museum will linger in the memory, but will never pale from familiarity.

Congratulations!!!

"INDIA MISS"

YAF Participates in Disaster Drill

To one member the term, "India Miss", raised a vision of a handsome, leather-clad pilot flying an adventuresome young lady across an exotic land in a biplane. Another though it was nose art on a WWII warplane stationed in India. It is neither, but rather is an acronym, N.D.M.S., for the **N**ational **D**isaster **M**anagement **S**ystem.

This is a procedure intended to address the situation where a disaster may generate more casualties than the local medical facilities could handle. Those additional casualties could be air-evacuated to other facilities with the capacity to provide effective treatment. "Good idea," you say, "but what does this have to do with an historic aviation museum like the Yankee Air Force?"

On April 23, 1988, the Headquarters Division discovered just how a museum may help N.D.M.S. The hangar at Willow Run was transformed into the triage and transport center for about 100 "casualties", who were distributed among 16 area hospitals as part of a drill of the N.D.M.S. In order to co-operate with the Willow Run Airport and N.D.M.S. in a day-long drill, the Museum staff and the Ramp Crew prepared the hangar for the N.D.M.S. operation. All aircraft, except the B-17, were moved out and were distributed for the day to our good neighbors on the field. The Museum was closed to the public, and 22 YAF Security members controlled gate traffic, guarded the exhibits that were moved outside, and assisted our guests for the day.

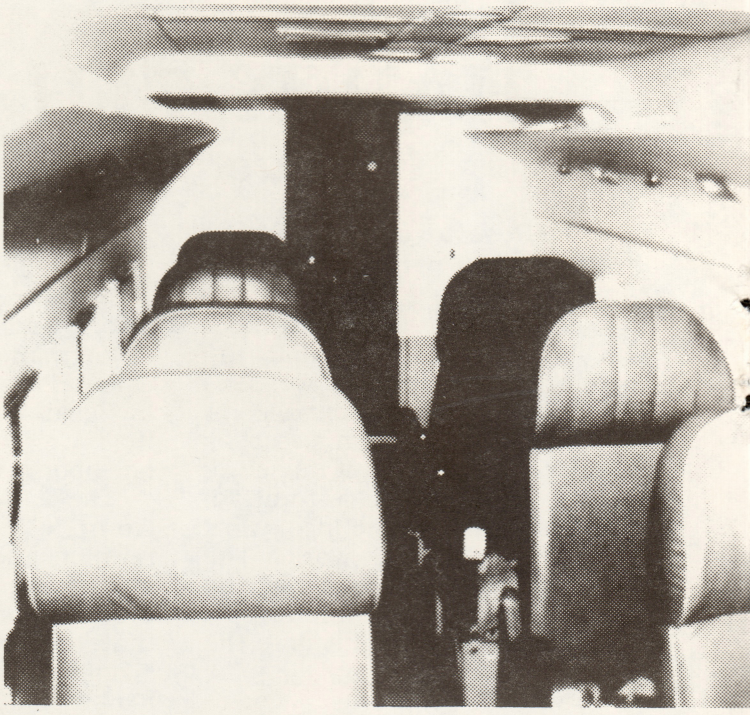
The "casualties", drawn from the ranks of the Civil Air Patrol, arrived and were moulaged (made up) to resemble injured persons. Medical disaster teams from several area hospitals arrived and set up for operations. The Michigan Air National Guard sent helicopters to assist the local air ambulances. Ground transport was sought from cities, universities, and ambulance services. The Wayne County Medical Ex-

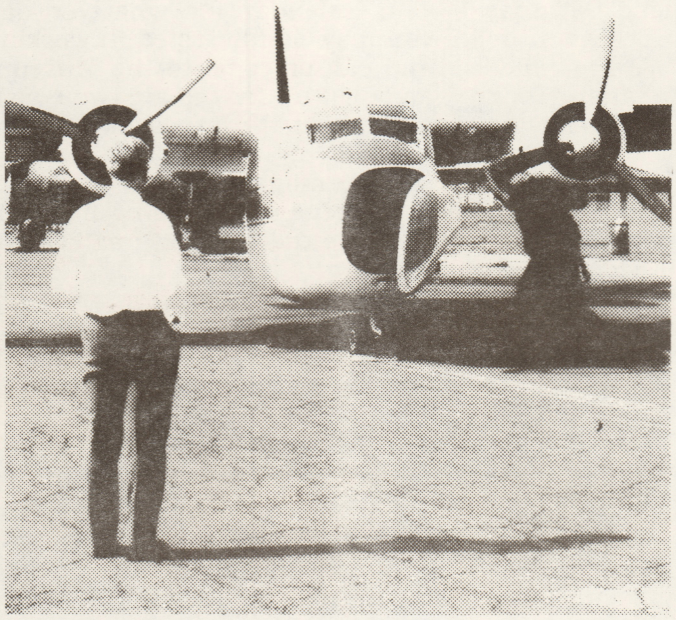
> **"The hangar at Willow Run was transferred into the triage and transport center for about 100 'casualties', who were distributed among 16 area hospitals as part of the drill . . . "**

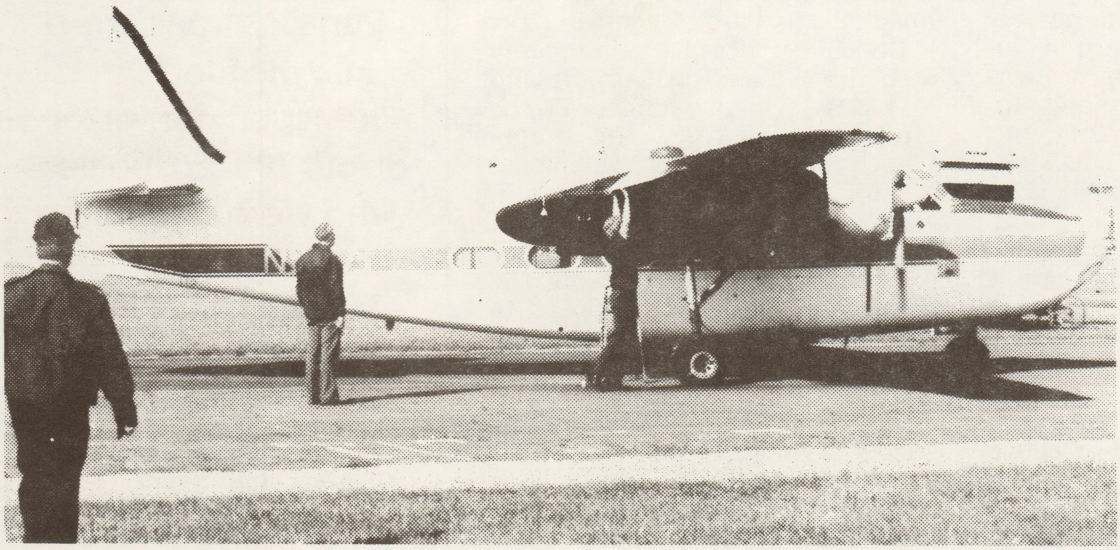
(Continued on Page 16)

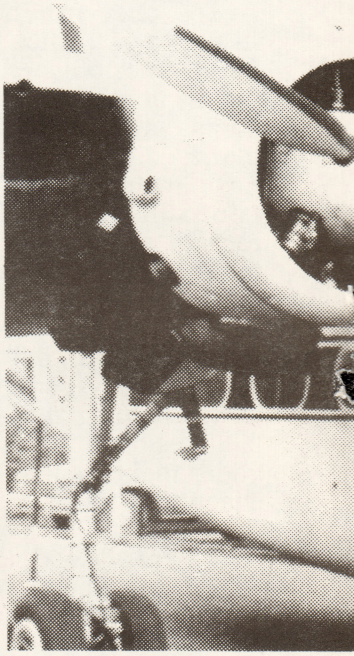
Yankee WINGS
THE PHOTO SECTION

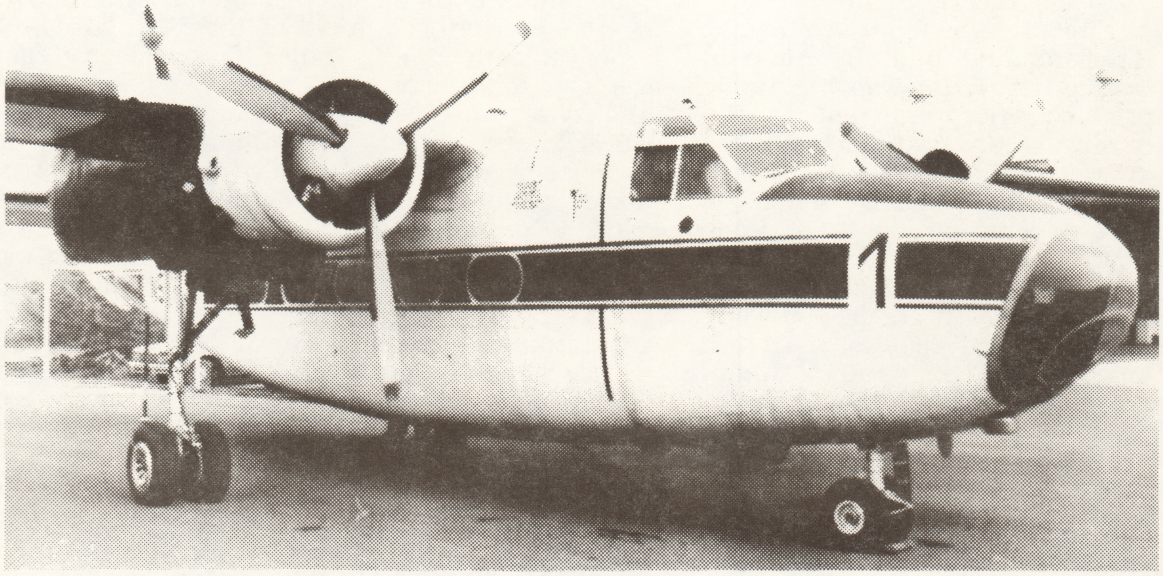
■ Pembroke pics

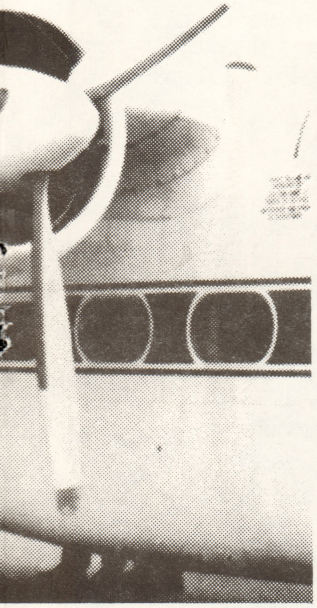


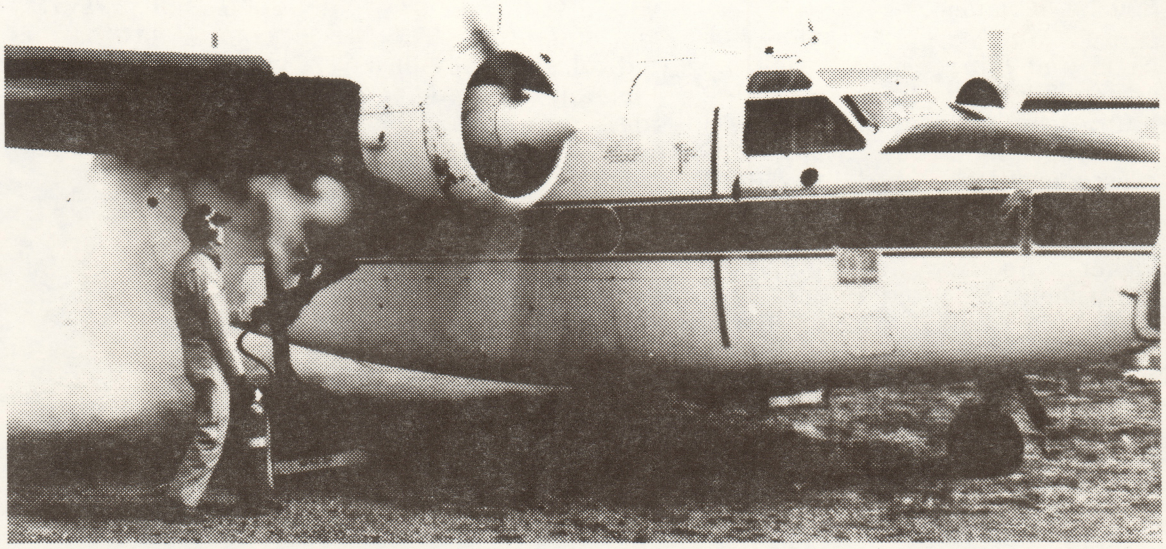












Tale Spins by Jack B. Stankrauff

Flaming Coffin or Living Legend?

No other World War I plane served this country better than the de Havilland DH-4 bomber. First blooded in the skies over Europe by both British and American air services, this aircraft was the mainstay day bomber for the United States from 1918 into the 1920s.

"Liberty Plane"

First designed by Geoffrey de Havilland and built by Airco in Britain, the DH-4 was eventually produced in several models. The de Havilland was the first combat aircraft to be built in the United States. The British DH-4 models were powered by Puma and Rolls Royce engines, while the American models were equipped with the Liberty 12 engine built by Ford, General Motors, Packard, Lincoln, Nordyke, and Marmon. Its speed (with the Rolls Royce engine) was 133 mph with a range of 100 mi, and it was faster than the German planes it fought against. With a combat endurance of 1 hr. 53 min., the DH-4 was armed with a .30-cal. machine gun synchronized to fire through the propeller, and one or two .30-cal. machine guns in the observer's rear cockpit. It carried 322 lbs. of bombs.

Its sturdy construction of wood and fabric was of a clean, streamlined design. The DH-4 had a wing span of 42 ft., 4 3/4 in.; length of 30 ft. 8 in.; and gross weight of 3,313 lbs. DH-4 models had two types of self-sealing fuel tanks – a rubber jacket with sawdust insulation and a shell of uncured rubber.

Proudly called the "Liberty Plane" by the Americans, 4,846 DH-4s were built in this country by Dayton-Wright, General Motors' Fisher Body Division and Standard Aircraft Corporation. Over 1,200 reached the front during World War I.

Flying the DH-4

Pilots praised its handling, especially its flight stability due to the DH-4's long fuselage. However, it was slower and difficult to control with a full bomb load. Aviators also lauded its high ceiling as well as its speed and rate of climb.

Hardly Perfect!

Mis-named the "Flying Coffin" by the over-critical press of the time, the early Liberty Planes had the gas tank between the pilot and observer. Also, its landing wheels were too far aft resulting in nose-overs in the hands of novice pilots. Wooden longerons caused death and injury by impalement and splintering during crashes. Later models were improved by repositioning the gas tank and landing gear and adding steel tubular construction. (While the latter added weight, it was safer.)

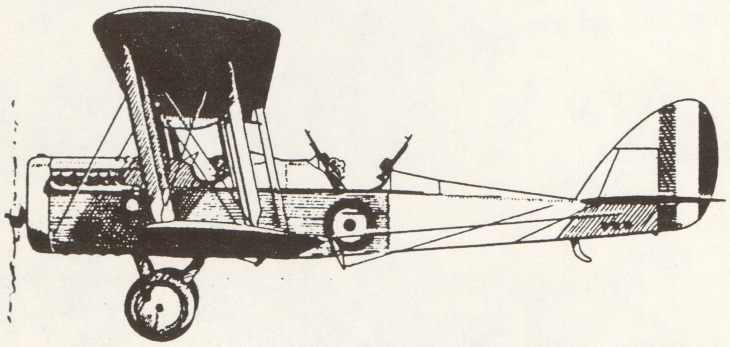
Combat

DH-4s fought with Britain's Royal Flying Corps and the Royal Navy's Air Force in Europe, the Middle East and Italy. The United States Army Air Service flew its first DH-4 combat mission on August 3, 1918. Liberty Planes were used by 13 front-line American squadrons. The DH-4's combat roles for the Allies were versatile; day bombing, ground strafing, anti-submarine patrolling, photo-reconnaissance, and artillery spotting (especially during the St. Mihiel offensive).

Post-War Service

After World War I, an economy-minded Congress spent little money for new planes. There were plenty of surplus DH-4s. Thus, the Army Air Service, Navy and Marine Corps had to make do with the DH-4s they had. Some of the uses the U.S. military put the Liberty Plane to included practice bombing and gunnery. A DH-4 was used in the first mid-air refueling demonstration on June 25, 1923. The DH-4 was used for other experiments – some of which were propeller tests, parachuting, engines, and armament. First Lieutenant Jimmy Doolittle made a record-breaking transcontinental flight in a DH-4 on September 4, 1922. Also in 1922, the first pressurized cabin experiments were conducted in a DH-4 at Wright Field, Ohio. Lieutenant (and later commercial aviation pioneer) Harold R. Harris flew a DH-4 to a record height of 27,000 ft.

Surplus DH-4s were plentiful and popular and civilians bought many for pleasure, racing, crop dusting and barnstorming. The U.S. Forest Service flew DH-4s on fire patrols. The Post Office used them to fly mail across the country from 1919 through the 1920s.



Progress Report of the RF-84K (FICON)

by Ralph Gilpin, Crew Chief

The RF-84K, serial number 52-7259, was one of the first aircraft acquired by the YAF, having been obtained from a playground in Van Buren Township. The RF-84K was a modified RF-84F, capable of in-flight hook-up with a modified B-36. The parasite was carried by the GRB-36 mother ship to the target area, where it was launched to perform its mission, and subsequent in-flight recovery for the trip home. The project designation, "FICON" is an acronym for **FI**ghter **CON**veyer. The YAF also possesses an RF-84F, which was acquired in a camouflage paint scheme from the former Master Craft Company, located on the south side of I-94.

The members principally involved in the restoration are **R. Gilpin, R. Jackson, H. Dallape, A. Elsey, and A.L. Dallape.** A total of 1876 recorded manhours has been expended on the project, which is now in its fifth year. Not all manhours were recorded during 1983-83, when a much larger crew worked on it. The following tasks have been acomplished during the period, January 1987 through March 1988:

1. Right Main Landing Gear. Rewired, rehosed and painted silver; Outer wheel well door cleaned and refitted; Wheel pants cleaned, repaired and installed; New attachments obtained where needed.
2. Left Main Landing Gear. Rewired, rehosed and painted silver; Repaired sheet metal and mounting bracket.
3. Left Wing. Opened, cleaned and painted interior; Replaced dozens of nuts needed to hold various panels and inspection plates; Freed up aerial refuelling receptacle; Rewired navigation and landing lights; Installed drop tank sockets, flap and aileron; Replaced gun bay and accessory bay doors on top of wing stub; Closed wing.
4. Fuselage. Cleaned engine compartment and fuel cell bays; Began cockpit work, including installation of periscope and night camera unit; Changed canopy in order to provide a replacement canopy for the RF-84F; Repaired nose wheel tire; and accomplished some sheet metal work.
5. Right Wing. Opened, cleaned and painted interior; Replaced nut plates where necessary; Repaired damage from fires built below the wing when the aircraft was in the playground; Rewired navigation and landing lights; Installed drop tank sockets and new flap; Cleaned and installed aileron; Replaced doors to gun and accessory bays on top of wing stub.

Tasks remaining to complete the restoration to a static display condition:

A. Right Wing. Re-install panels and hatches after replacing holding nuts.
B. Fuselage (Nose Section). Extensive metal repair required; Refit or replace windshield (current component does not fit, although it was retrieved from an RF-84F); Acquire and connect aileron and flap linkage to the control stick; Complete wiring of lights (half done) and fitting out of cockpit; Mount the J-65 engine; Refurbish the nose gear; and replace dozens of broken or drilled out studs for panels to be attached.
C. Left Wing. Complete work on the landing gear; Replace the landing light; Install pitot tube and wing tip.
D. Fuselage (Aft Section). Extensive metal repair, corrosion control, and general cleaning required; Rewire tail and flasher lights; Install engine tail pipe, dive brake pistons and hoses; Repair numerous broken or drilled out studs in order that panels may be installed.
E. Painting. A decision is needed whether to paint before the projected metal work is completed, however the aircraft will eventually be painted light gray, with blue and white trim, in the markings of the 45th Reconnaissance Squadron, with which this aircraft served in 1957-58.

Restoration costs. Actual costs to the YAF have been very small, because most of the outlay has been borne by the crew members as donations.

National Board Adopts Hangar Use Policy

by Jim Hanford

A hangar use policy to govern the assignment of aircraft hangar space at Willow Run was discussed and approved at the June meeting of the National Board of Governors. Most of this policy has been observed ever since the first aircraft arrived, but the increasing demands for hangar space have convinced the Board to "put it in writing". The policy as approved follows:

- Yaf-owned and/or operated aircraft, or other project, shall take precedence over any privately owned/ operated project in any YAF facility.
- Flying aircraft and static aircraft have shared importance in Yankee Air Museum operations. Each segment shall therefor receive proportionately fair organizational support.
- Non-YAF-owned or operated aircraft shall receive Board approval prior to undergoing major overhaul or rebuild in YAF facilities.

Discussion

The establishment of precedence of one aircraft/project over another is the joint responsibility of the Hangar Use and Restoration Committees. A YAF-operated aircraft/project includes privately owned aircraft which are loaned or leased for YAF use.

The second part addresses the subject of too many maintenance/restoration projects competing for too little hangar space, particularly in the winter months. While the directors noted that, "There are some hard decisions on the horizon.", they expressed concern that static aircraft projects also need hangar space. Toward this end, Director Lee Bassett will head the effort to get a secure storage room, similar to the B-17 room, for static aircraft projects.

The third part applies only to aircraft the YAF does not own, but has some contractural interest in. The intent is to limit the time during which these projects consume hangar space. The wording allows discretion as to what constitutes a "major overhaul". Annual inspections and similar projects are not considered major overhauls. The T-28 currently under restoration will not be affected because it was authorized prior to adoption of this policy.

Other Board Decisions

In other actions, the Board:

Accepted the donation of a Starcraft trailer.

Elected Pat Riley to fill the unexpired term of Director Gerald Voglei, who resigned citing business reasons. Riley is a charter member and is active on the B-17 restoration.

Agreed to negotiations with Butler Aviation designating them "Official Fueler of the YAF"

Accepted the donation of a Cessna 150 less engine and propeller, to be housed at the Northeast Division.

Moved to purchase two tires for the B-25.

Discussion and Reports

Programming of the Membership Committee's new computer is in its final stage, and the membership data will soon be changed over. When the change is complete, it is planned to move the old computer to the other side of the hangar for inventory control.

It was noted that tours and the kitchen raised over $7,000 in revenues in the first five months of 1988. There is a need for more tour guides. It was also recommended that a position of YAF Historian be established, to collect and organize the official YAF history.

Hangar Improvements Planned in 1988

by Jim Hanford

Director Barbara Sutton, Chairman of the Museum Group, presented a detailed program for improvements to the Willow Run hangar, museum, and library in 1988. By the time you read this, some of these will have been completed, most notably the slab and sidewalk at the new public entrance to the gift shop and museum. Other improvements mentioned:

Completion of new meeting room, including 2 ceiling fans

Electrical improvements, including a night light

Begin the new library

Install insulation in rooms needing same

Construct special event signs and tripods

Expand the heating system into office and maintenance areas

Improve lighting in maintenance shop

Work which needs to be done before Founders' Day:

Outside painting as needed

Repair roof at south end

Replace missing aluminum siding

Make and install new letters and YAF logo on the outside of the hangar

(Continued on Page 13)

Hangar Improvements

(Continued from Page 12)

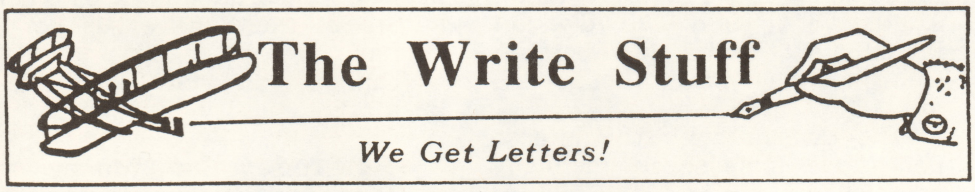
Sutton noted that, while much of the labor and materials will be donated, the cost of these projects is estimated to total $3,800. Not included in the above, but also necessary, is some method to protect the visitors' entrance from the harsh winter winds that blow across the field. A temporary entrance is being discussed for 1988. This could be replaced with a more permanent arrangement, such as an atrium, at a future date.

Other improvements already in place include new outside signs on yellow poles, and the removal of the bushes at the south end of the parking area. A future goal, if approved, will be to expand the parking area to the fence. In the interim, it is requested that on Saturdays members park their vehicles on the grass under the trees, in order to leave parking space for visitors. There will soon be signs posted to this effect.

All of this effort, unfortunately, will be accomplished by a very few workers, most notably Hangar Maintenance Chief John Spelich and his dedicated crew. Previously appeals have been made for assistance from members, but the needs are still many, and new ones arise. To better use the resources at hand Sutton announced a new procedure – the Hangar Job Requisition Form. Completion of this form for all hangar jobs will help to prioritize and complete them more effectively, as well as to document the improvements which have been made.

"Historical Building" designation

On several occasions the Board has discussed the pros and cons of obtaining a "historical building" designation for the hangar, however the disadvantages of such action always outweigh the advantages. For example, the YAF would need to research and document the original appearance and status of the building, and then make all efforts to return it to that configuration. Variations for our use, such as windows and doors, signs, aluminum siding, etc., would not be allowed, if different from the original condition. It also should be noted that the YAF leases the hangar from Wayne County, and it is not likely that they would agree to the restrictions on use that would accompany such a designation.



The Editor:

...The nose art of B-24s shows you have quite a collection. Still, I missed not seeing a single shot of the ones I had sent in – so I'm enclosing another copy of the same (from the Liberator Club publication, *Briefing*).

The front cover Liberator nose art is a B-24J from my 93rd Bomb Group, Hardwick, England, 8 A.F. base. I do not know or recall which squadron, but I have a picture that I had taken during WWII of that B-24. The serial number on my picture is, B-24J-4250501. Maybe someone in the YAF Museum can check to see if that is a Ford-built aircraft...

Jim, I well know and realize that our YAF is a volunteer organization, and that the bulk of all operations are being handled by a wonderful dedicated *few*. I know because I have visited the hangar many times, and have seen and talked to these same few people. My location and responsibilities keep me from offering time and whatever service I could. In the past I have made many material donations....As a charter member, I'm proud of the YAF and how far we've come in these few years, but I'm sure that a lot of our member ... share the same thoughts!

So – let's encourage our members to take advantage of the *YAF Wings* "The Write Stuff" column, and express their feelings, thoughts and ideas, for the betterment and progress of the YAF!

Sincerely,
Ed Teliczan, YAF 231
R#1, Box 1912
Baldwin, MI 49304

P.S. – Can you tell me who was the person who sent in the nose art on the cover of the January/February *Yankee Wings?* He may be from my former squadron in the 93rd B.G.

The photos submitted by Mr. Teliczan were Xerox copies, which do not reprint well. One in particular was an aircraft named "Yankee Doodle Dandy". Should we acquire a glossy copy of this photo, we would probably run it. The photos we did print were, for the most part, unidentified. Are there any readers who served in the 93rd B.G.? Ed Teliczan would like to hear from you.

Notice of Annual Meeting

by Harry Terpstra, President

The 1988 Annual Meeting will be held at the Willow Run Hangar, Friday, September 16 beginning at 7:30 PM.

Membership Report

by Charlie Lingenfelter

We have had a very good influx of new members since my last report (see May-June issue of *Yankee Wings.*) Good flying weather, Air Shows and flying activities have prompted many to sign-on.

Since May 18, 1988 (through June 30, 1988) the Yankee Air Force Divisions have enlisted (68) new members. Lets all do our best to encourate their participation in our activities.

Northeast Division (New Jersey) has enlisted 2971 M. Gregory Mantz, 2972 Mark Adler, 3016 Don Mancuso and 3017 Frank B. Fry.

Mid-Michigan (Flint) 2986 Charles F. McLaughlin and 2988 Jack Merrill.

Willow Run welcomes 2966 Tye Winkel, 2967 R. Preston Bruning, 2968 Richard Goodin, 2969 Lynne E. Lewis, 2970 George M. Lewis, 2973 Wes Lundquist, 2974 Stuart E. Kalen, 2975 Susan Ann Corrigan, 2976 Chris Hussar, 2977 Bernard Walters, 2978 Anthony Budd, 2979 Edward Skelly, 2980 Barret Vance, 2981 Harold E. Schoen, 2982 Alfred "Keith" Reed, 2983 Norman Schroeder, 2984 John P. Sabastian, 2985 Sandra S. Varga, 2987 Richard "Dick" Fabeck, 2989 Lorenzo W. Holloway Jr., 2990 Dennis Dennerll, 2991 Daniel Campau, 2992 Bruce G. Ball, 2993 Richard M. Naglit, 2994 Matt Doane, 2997 Kathryn K. Schroeder, 2998 Richard L. Ekleberry, 2999 Vicki Bauer, 3000 Donald Wild, 3001 Frederick G. Maddick, 3002 Marlin Klumpp, 3003 Sue Locht, 3004 Herman L. Miller, 3005 Ronald H. Stinebaugh, 3006 Stephan Hammarskjold, 3007 Jose L. Aguilar, 3008 Richard L. Usher, 3009 Jesse J. Miller, 3010 Sandra Damen, 3011 Barbara Damen, 3012 Don Bowren, 3013 John O. Navarre, 3014 Stuart Dingman, 3015 Ambrose A. Connelly, 3018 Thomas H. Price, 3019 Kevin Jones, 3020 Elizabeth A. Warren, 3021 Anthony M. Malizia, 3022 Fred Reinhardt, 3023 Greg Mears, 3024 Herbert Schulke, 3025 Robert J. Lemanski, 3026 Roy D. Stearns, 3027 Eugene Holob, 3028 Gerald A. Grab, 3029 Paul J. Krupansky, 3030 Russell Cook, 3031 Erik W. Austin, 3032 Cynthia E. Demorest, 3033 Dorothy Haener, 3034 Gordon Powell and 3035 Gregory C. Sherd.

Membership Drive

A membership drive has been initiated for all divisions except Willow Run. The starting date was July 1, 1988, to conclude on August 31, 1988. All division Presidents and Membership Chairpersons have been informed.

The division with the largest *percentage* increase in membership will be declared the winner and a placque will be presented on Founder's Day.

Dues Increase

By a unanimous vote of the Membership Committee and a majority vote of the Board of Governors, the yearly dues of *General* and *Associate* Memberships has been increased by $5.00 beginning July 1, 1988. All other classes and initiation fees remain the same.

Notification of the dues increase has been sent to all members affected, beginning with the July 1988 renewal notices.

The current renewal notice form is being revised to reflect the dues increase, along with several other changes, as we complete our transfer of all membership data to a new computer in the membership office.

Notice

You must renew your membership on time. This is the same month in which you joined the Yankee Air Force.

Sufficient notice (two months) of the expiration date is mailed to all members on a membership renewal form and a self-addressed return envelope is included.

An additional (30) day grace period is allowed for the return of the dues payment. *Failure to renew* by the end of the grace period will result in your name being *removed from the active membership roll and you lose all rights, privileges and membership number.*

Please be prompt with your renewals to allow us to maintain accurate records and keep your status in the Yankee Air Force current.

Thank you for your cooperation.

How To Save Some Money

Change your membership class to "LIFETIME". A considerable savings can be realized if you upgrade your membership to one of the following:

LIFETIME – One time payment of $500.

SENIOR LIFETIME – One time payment of $250, if member is 60 years of age or older.

CONDITIONAL LIFETIME – Payments of $25 per month for (24) months for a total of $600. At completion of contract the member is a full LIFETIME Member.

CONDITIONAL SENIOR LIFETIME – Payments of $25 per month for (12) months for a total of $300 for members 60 years of age or older. At completion of the contract the member is a full LIFETIME MEMBER.

Your membership class may be changed at renewal time.

Sabre Saga is Excellent Reading

by Jack B. Stankrauff

Combining thorough research with excellent photographs and art, Squadron Signal's *F-86 Sabre in Action* makes excellent reading for the Korean War-era veteran as well as the historical aviation buff.

Author Davis traces the history of the Sabre jet fighter from its early beginnings which were based on aerodynamic studies from captured German test data of the swept-back wing. This was a revolutionary concept for that time, and Davis describes how this concept evolved from drawing board to the production lines.

Combining careful research and exacting descriptions of F-86 model specifications, Davis offers both the novice and knowledgable reader an excellent insight into this classic USAF fighter. Also covered is the Sabre's outstanding service in Korea, where it challenged and defeated the MiG-15. Squadron histories are included.

Equally valuable are the color and line drawings by artist Don Greer, which are not only exact, but a must for the model builder to use for research. Captions for the numerous black and white photographs mention specific color schemes, too.

F-86 Sabre In Action is available in the YAF giftshop, or direct from the publisher, Squadron Mail Order, 1115 Crowley Drive, Carrollton, TX 75011-5010; Tel. (214) 242-8663.

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Aviation Inventor Passes

John J. Rose, 96, passed away Saturday, June 10, 1988, in Dayton, Ohio. Services were held Monday, June 13.

Mr. Rose grew up in Grand Rapids, Michigan, and became an aircraft mechanic and instructor during World War I. He later became an inventor with 17 patents, most of which were in the aircraft ignition field. In 1959 he solved a major problem linked to many plane crashes, and patented a spark plug for jet engines.

Getting It Right

In the listing of organization officers in the March/April issue, we erred in listing names/telephone numbers of two Councilmen in the Saginaw Valley Division. These are shown correctly below:

Maurice F. Leyrer - 777-1472 (H)

Robert Zissler - 777-2376 (H)

Also in this issue, a sentence in the Medal of Honor article reads that the U.S. had no medal for bravery prior to 1982. This should have read "1862".

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"INDIA MISS"
(Continued from Page 7)

aminer's Office operated a temporary morgue for the casualties who "didn't make it". Even the Red Cross were there with coffee and doughnuts. The whole exercise was videotaped for later evaluation.

As the rate of "casualties" increased, the activities hit their full stride. The triage teams swung into action, transportation was mobilized, and the injured were cared for. Later they all returned from the various hospitals to which they'd been sent. By evening the hangar was back to being an aviation museum.

This exercise provided excellent training for the diverse resources needed to respond to a major emergency. The Yankee Air Force demonstrated it's willingness and ability to act as the host facility. Even as we pray that such disasters don't occur, in some small way the YAF may have made a difference in the ability of the N.D.M.S. to handle disasters.

CALENDAR

AUGUST 1988

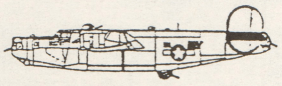
3 – Headquarters Division General Membership (WR)
3 – Northeast Division Board – 7:00 (NE)
7 – B-17 Divisional work party (WR)
9 – Saginaw Valley Division Board (SV)
9 – Membership Staff (WR)
10 – B-17 Crew (WR)
10 – Mid-Michigan General Membership – 7:00 (MM)
11 – Wisconsin/Illinois Division General Membership (WI/IL)
13 – Security Committee – 10:00 (WR)
16 – Saginaw Valley Division General Membership (SV)
17 – National Board of Governors (WR)
17 – Northeast Division General Membership (NE)
18 – Publications Staff (WR)
23 – Wisconsin/Illinois Division Board (WI/IL)
24 – Mid-Michigan Division Board (MM)

SEPTEMBER 1988

7 – Headquarters General Membership (WR)
7 – Northeast Division Board – 7:00 (NE)
10 – Security Committee – 10:00 (WR)
13 – Saginaw Valley Division Board (SV)
13 – Membership Staff (WR)
14 – B-17 Crew (WR)
14 – Mid-Michigan General Membership – 7:00 (MM)
15-17 – 401st Bomb Group Reunion, Dearborn, MI
16 – YAF Annual Meeting (WR)
17-18 – 7th Annual Founders' Day Fly-In (WR)
20 – Saginaw Valley General Membership (SV)
21 – National Board of Governors (WR)
21 – Northeast Division General Membership – 7:00 (NE)
27 – Wisconsin/Illinois Division Board – 7:00 (WI/IL)
28 – Mid-Michigan Division Board (MM)

* * * * *

NOTES:
All meetings begin at 7:30 PM, unless otherwise noted. Any additions or corrections to the calendar should be submitted to Stan Reich, Tel. (313) 427-8014.



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